



BMX ACTION

JUNE 1987
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NO.

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ISSUE

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BMX ACTION



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Sooooo hot, they'll . . .

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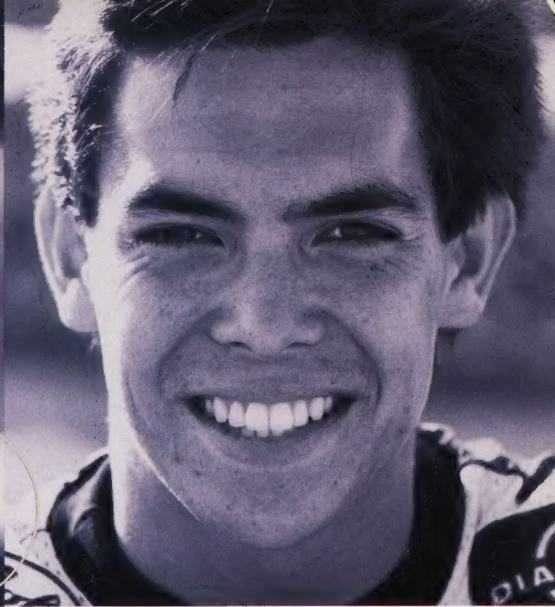
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REASONS FOR WRITING TO GORK:

- You want advice.
- You want a strange answer for your strange question.
- You want his secret to great gate starts (heh, heh).
- You're a blonde betty, about 5' 10", and would like to go out with him.
- You're into wasting stamps.
- You feel like it.

SEND 'EM TO: BMX ACTION c/o Dear Gork
3162 Kashiwa Street
Torrance, CA 90505

RAD IS WRONG

Dear Gork,

I was thinking . . . You know that guy in the movie RAD? You know how he did a back flip, right? Well, they called it an airwalk. But I was looking at some back issues of BMXA and in the November '85 issue you have a picture of R.L. doing an airwalk and it's something completely different. And then in the September 1986 issue, you call the same trick a controlled flying W.

Come on dudes . . . get your facts straight.

Mike Mortenson
Lincoln, Nebraska

P.S. Nebraska racers are the wave of the future. WE RULE!

Come on, Mike . . . get your knowledge of BMX straight. If you were up on common BMX terminology, you



Is it true that the Minnesota state bird is a blue jay? And is it true that there's a giant "Blue Jay" in Little Falls who only flies over cars? Sure is.

FLY LIKE A . . . BLUE JAY?!

Dear Gork,

I'm 24 years old and have been ramp jumping of this scale for ten years now. This particular jump was done in Saint Cloud, Minnesota. My plans for the immediate future are for an indoor jump at the Minnesota State Fair in 1987.

I'm unique in a few aspects. One is that I use a 24 inch cruiser with a single speed for my run. Secondly, I pride myself on the fact that I don't use a

safety ramp. I also obtain speed the old fashioned way . . . I earn it. Hope ya like the picture!

Blue Jay
Little falls, Minnesota

Hey Blue Jay . . . It's about time somebody tried jumping cars by pedaling—none of this get towed by a motorcycle stuff, ya know? I'm proud of ya . . . but ya never told us whether or not you made it. Didja?!—Gork

would realize that an airwalk is a no-footer done on a quarter pipe. A controlled flying W, like Todd Slavik was doing in the September 'ish, is a no-footer off a dirt jump—BMX style. Actually, we were trying to be funny, because a regular uncontrolled flying W is the act of wiping out.

As for that classic film that we keep renting at 20/20 Video ("RAD"), they called Jose Yanez's flip an airwalk, which is wrong! They choked. It's just a plain ol', garden variety back flip.

Normally, I'd expect the average person to know this, Mike, but since you're from Nebraska . . . —Gork

THE BMX'ERS ARE COMING, THE BMX'ERS ARE . . .

Dear Gork,

I see a new revolution coming!! Last year, almost everybody at my school skated. There were only a handful of BMX'ers and freestylers. All the skaters hated BMX.

But all of a sudden, they saw the radness that we've seen all along and

they're starting to get bikes! I think this could mean a big business explosion! There's only one thing . . . those poor skateboard companies. What will happen to 'em?

Greg Bass
Arlington, Virginia

Don't worry 'bout them. They don't worry 'bout us.—Gork

TIDD-BITS

Dear Gork,

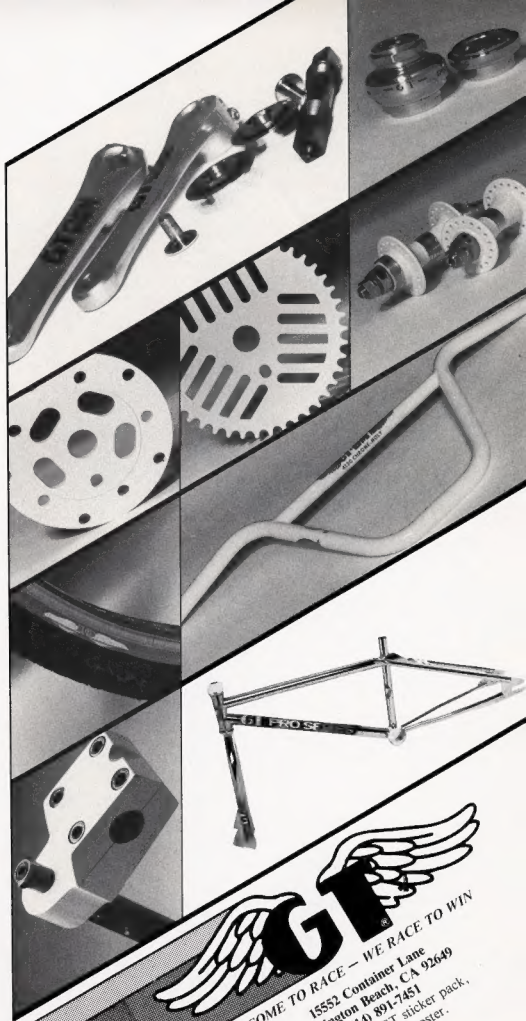
I'm writing in reference to a piece from the January issue of BMX ACTION entitled "Kuwa-who-should-we-geta?" on page 18.

The writer of that column tells us that Kuwahara is debating the pros and cons of picking up Mr. Ronnie Anderson and then asks us, "Should they?" Does he presume that we should (or could) have a say in that company's marketing decisions?

continued on page 31

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So right.

PEREGRINE

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A POLICE ESCORT FOR RONNIE

The 1987 ABA Winter nationals in Scottsdale, Arizona — the very same national which saw Pete ghost-ride his bike into Ronnie Anderson a year earlier — is building its own reputation.

In keeping up the fun tradition, Saturday's national saw another BMX race break out into a hockey game. This time, the bout was between **Greg Hill** and **Ronnie Anderson**.

After exchanging various and numerous words and syllables before, during, and after a pro moto, Ronnie and Greg confronted

each other at the finish line face-to-face. Greg pushed Ronnie, Ronnie threw his bike at Greg, Greg deflected the bike with his right arm,



Ronnie charged at him — furiously flailing his helmet, Greg stood his ground, the ABA officials broke in, and Ronnie fled in despair ("A smart move on Ronnie's

part," announced Lenny Batycki).

The final outcome was Greg being punished with a one-day suspension (the rest of that day — he raced on Sunday), and Ronnie being booted from ABA races for FOUR months. After showing up for his next moto, police escorted Ronald to the door.

Spectator in the mains from behind the chain-link fence which enclosed the track, Ronnie's only comment on the matter was, "Whatta 'ya gonna do, man... whatta 'ya gonna do?"

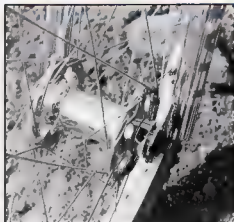
the swoop-o'-the-track, the one racer chick to scam on in the pits is none other than ESP's very own **Holly Dunn**. Blonde, cute, highly scorable, and TAKEN by **Troy Jensen**—her ESP teammate.

Seattle Bike Supply, one of the top three bicycle distributors has opened a Southern California warehouse. As luck had it, **Steve Potts**, who had just locked the doors and thrown away the keys to **Hutch West**, took the managing position for SBS's new building. Check



Hey Rick, got a sponsor yet?

PROTO ALA' MOTO



These sealed hubs were spotted on Danny Millwee's Haro when we shot the Haro test in this issue. Are they future Haro material? NOPE. They're da' kinda proto's made by 16-year-old Brian Moses, an Orange YMCA local and BMX product innovator. The Great Moses says that he and his dad are going to try to produce them in mass quantities if Millwee's test results are positive. For more info, call MXR Products at (714) 892-4890.

MUMBO JUMBO

After being denied the privilege of taking driver's ed all last year because it might hurt his racing, **Eric Carter** has finally passed the exams (barely) and gotten his license. All you kids in the So. Cal. area, stay off the sidewalks!

Eric Rupe now resides in El Cajon and is occasionally practicing with **Eddy King**.

Was **Rick Palmer** discussin' contract negotiations with **ESP** in between motos at the Winter nationals? Will he finally get sponsored? Or will he be successful in talking with **Haro** about being the new race-team promo guy (one of Ron Haro's old duties)? It seems like **ESP**, which stood for **Eddie Siegmund Products** last year (who knows what it stands for now since **Eddie** is riding for **Excaliber**), is getting fully serious with their line of titanium frames and complete bikes. Watch for them!

Speakin' of **ESP**, check this out... said to be the next **Kathy Hanna** of **BMX**,

the **Red Line** story to find out more on Seattle. Steve also warned us to be on the lookout for a cool surf-type clothing line under the well-known **Potts** name.

Under the unrelated topic of personal cruisin' vessels... **Jeff Donnell** has put his '73 Datsun Mini, "Red 'N Rad," up for sale. Asking price? A mere 8,500 smackers.

That's it 'til next month. We'll just leave you with one last question: Where were YOU the night of February 15th, around midnight, while **Wizard Publications** was being broken into? We want to hear your alibi... and **Gork** wants his bike back!



Billy Griggs. Not only does he have a new, awesome looking girlfriend and just got his wheels chromed on his mini-truck, but he also turned pro. Yup . . . things are looking pretty good for Mr. Bill.

After doing a gnarly endo-mumph (by dropping R.L. and Hill), **Red Line** has dusted themselves off, gotten back on their bike, and ridden away. Any problems they saw coming are

now over with and they'll be back stronger than ever!

A major part of coming out of their nosedive was getting **Seattle Bike Supply** to exclusively distribute Red Line products. A couple years back, Red Line locked their doors and said they'd only distribute their products. Owner **Linn Kastin** now admits that private distributorship was one of the reasons for their troubles when they had to drop R.L. and Greg. Now, with the Seattle deal, things are back to normal and Red Line products should be available and WAAAY easier to get ahead of.

Other totally hot news is that the sole survivor of the team, **Billy Griggs**, had an over-the-phone meeting with Linn about turning pro. One question later ("Do you think you're ready?"), and Mr. Bill got the word "Co." A week later at the ABA Winterinternals, Billy G. was seen leaving the payout booth with A-pro first place bucks in his hands.

Almost-as-devastating Red Line news is that **Turnell Henry** surprised everybody when he showed up at a local Wednesday night race at the

Orange YMCA track wearing the oh-too-familiar white, silver, and red uniform. He's off **Kuwahara** and is full-factory Red Line.



Turnell Henry is getting a reputation of changing sponsors as often as he changes socks . . .

THE

RED LINE

STORY

CW'S WINS AND LOSSES

Major news for all you CW freestyle fans. **McGoo McGruther**, their fearless team manager/announcer/swell egg has left to join the ranks of **GT**. He'll be doing basically the same things over at GT as he did at CW—keeping their freestyle team dialed in at all times, touring, and having fun during the process. GT has GOT to be stoked about that. Look for McGoo to be wielding a microphone at a shop near you this summer while he announces for **Martin, Fiola, Josh White, Dave Voelker, Brett Hernandez**, and a host of others.

Who's the guy who took McGoo's place at CW? None other than former CW pro and current BMX joker **Mike Miranda**. CW couldn't have found anybody better to take over their freestyle team duties. Expect to see Hollywood on tour this summer with the likes of **Dizz Hicks, Pinky Pollak, Disgustin' Augustin', Marc McGlynn**, and of course **Tim Rogers**. They'll be hitting the road for the **CW Hit & Run Tour**, plus you'll be able to check 'em out at assorted **AFA** contests along the way.

We'd like to wish both McGoo and Miranda the best of luck with their new positions . . . and DEFINITELY catch one of their shows this year.

DID 'JA KNOW THAT . . .

Murray just produced their 50 MILLIONTH bike? 'Tis true. Think about it . . . that's a whole lotta bikes!!

HARO ACCEPTS A JOB AT SKYWAY

Ha, ha . . . we knew that headline would get your attention! Brother of Bob, **Ron Haro**, has taken a job with **Skyway Recreation**. Thus, of course, means that Skyway is getting dead serious about their freestyle team. After losing a few of their hot riders this year because of not having a hot tour last year, it looks like Ron will get things back in gear. Expect a brand new team (headlining **Matt Hoffman** and **Scotty Freeman**), a full-on American tour, and maybe even a few design changes on Skyway's **Street Beat**.

Does this mean that Skyway may reform a **BMX** team?!

Meanwhile, over at **Haro** headquarters, the mythical **Billy Hop** will be taking over Ron's team-manager duties. One of the first things that Mr. Hop informed us of was that **Robert Swick** WILL NOT be on Haro for '87.

"QUOTE ME ON IT"

"No one can replace me."

—Bartos, in an angry rebuttal over our latest subscription contest.

"Hey Ron, why don'tcha put a shirt on, buddy. I'd hate to see you catch cold before the next national!"

—Pete Loncarevich, always looking out for Ronnie Anderson's well being.

~~NOBODY'S~~ NOBODY'S PERFECT DEPT.

What can we say? If you're eagle-eyed enough, you spotted it right away. If you still don't know what we're talking about, check page 19 of your May '87 BMXA. You'll note the rather odd looking **GT Pro Team Series, Diamond Back Hot Streak**, and **Schwinn Predator Free Form Pro**. Somehow, somehow, somebody goofed and put the wrong photos with the wrong captions in the Spring Equipment Roundup. Oops. Our apologies to Schwinn, GT, Diamond Back, and most of all, **YOU**.

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Profile		134.95

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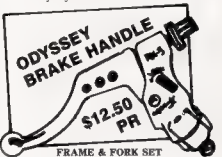
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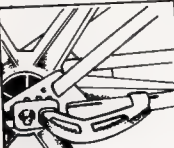
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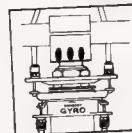
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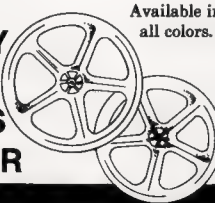
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The "ROUTINE" Scootster

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BY GORK

I want to tell you a story . . . a success story, that is. A story of two guys . . . two young guys, who have made major waves in the BMX industry. Those two guys are Todd Huffman and Bob Morales, both 23-years-old. Both of them have gone from racer to businessman, and now, both are reaping the rewards. This is their story:

Most people don't know it, but Bob Morales goes way back in the BMX world—being best friends with R.L. when Oz first started BMXA. Bob will admit anyway that in a way, he followed R.L.'s footsteps. When he saw R.L. making hefty bucks selling stickers with his mini Hot Stickers company, Morales followed with his own version called Sticker Factory.

Along with his sticker sales, 13-year-old Bob was racing a bunch and hooked up a sponsorship/business deal with SE Racing. The dream at that time was BME (Bob Morales Enterprises). Little did Bob know that it'd grow as much as it did.

Todd Huffman is originally from Placerville, California (up north, near Sacramento). He hung out with the famous sidehack team of the Crofffoot bros. and after racing UBR (United Bicycle Racers—an ancient Nor. Cal. racing sanction), Todd worked his way up into the A-pro ranks and a co-factory SE ride.

Todd's big break came when Scot Breithaupt saw his talent for smooth-

talking and jiving, and offered him a job at SE if he'd move to So. Cal.

When Todd moved to the real world, he was introduced to the SE team right away—one guy in particular, Bob Morales. They sorta hit it off right away, being as both were thriving 19-year-old BMX entrepreneurs.

Little did they know what this friendship had in store for them. As Huffman kept racing, Morales quit BMX and got fully into the newest craze, freestyle. As you may know, Bob ran into an old riding friend of his, Bob Haro, and made up the original Haro team. BME/Sticker Factory then began selling Haro and Oakley t-shirts and gear bags . . . you might remember their ads.

When Morales and Haro got back from their first ever tour of the U.S. in 1981, a lot of things happened. Morales met up with a rider by the name of Eddie Fiola, started up the ASPA (Amateur Skate Park Association), and began putting on a "King of the

Skateparks" series—that title borrowed from the article Oz wrote on Tinker Juarez. Of course, for those who think you know the ending to this story, the ASPA eventually changed to the AFA.

A lil' while later, Morales and Fiola went solo and started two more ventures under the BME corporation—

Dyno and MF (Morales/Fiola). You remember those M/F Superman-type jerseys, don'tcha? Bob says the original idea behind doing the Superman look was an ad they planned on doing with him and Fiola running out of a phone booth, ripping and shredding their Haro jerseys to show the new

dyno and Todd and Bob had kept in close touch through AT&T, and decided to become roommates.

As freestyle was spreading like a disease, the AFA was growing larger every month. In 1986, Dyno was doing so good that GT gave Bob the offer of



Ain't it good to know that we have guys like these two leading our industry? Bob Morales and Todd Huffman—both 23 and financially set. That's Bob's OTHER car, the Porsche, and Todd's Honda Interlude (a customized, turbo-ized Prelude).

MF logo. That never was attempted, but the jersey was a hit.

With MF, Bob set the sticker biz aside and got more involved with his clothing line, under the name Dyno. Why Dyno? "Because Gary Turner thought it sounded good. It was either that or Targa." The Dynologo, he goes on, was Grandma approved. After coming up with about fifteen different designs, he asked Grandma Morales which one she thought looked the best. Her choice being the very same Dyno logo seen all over the place today.

Around that same time, Todd Huffman was being a busy guy over at SE Racing, boosting mega-sales and partaking in Team Terrible tours (bus abuse and all). He was doing good enough in sales to get his own place right about the same time Bob was

the century . . . a deal too good to pass up (especially with the AFA needing more time if they wanted to put on a quality contest). All at once, Bob sold Dyno and took a job at GT, while Todd put in his one-month notice at SE, and Torker went out of business.

Well . . . Bob and Todd started brainstorming about making another one of Morales' dreams reality—this one being a distributing company that he and Frank Scura had played around with about a year earlier. Bob already had a name and a checking account for it! This is where the real secret comes in—Mor is short for, you guessed it . . . Morales.

Are you curious what Torker's demise has to do with Mor Distributing? Well, when a BMX company like Torker goes bankrupt, the bank



Here's the "Routine" Scootster, piloted by Scooterman himself, and being put through a fairly easy task called a smoothie. ►►



holds an auction to sell all of the remains. Among every major manufacturer and hundreds of bike shop owners, Todd showed up at the Torker auction looking to get some good deals. And that he did! A couple slams of the mallet and Todd had enough pedals, goosenecks, pads, framesets, and bars to call himself a distributor. Of course, those products went fast and it wasn't a week later that he had to start stocking the shelves again. Todd and Bob started Mor with a mere \$286.00! Not bad, considering they grossed over 1 million dollars last year.

But don't let the name fool ya. This is Todd's thing. Ever since the beginning, Toddler has been the owner/operator/head cheese/big guy/main man/etc. running the books and operating the whole deal. Morales plays the part of the "silent partner," only having input on product design and ads—he's too busy doing his own thing with the AFA to have to deal with the hassles of running a distributorship. Not TOOOOOO busy though to start up his own tanning salon in Huntington Beach...

Now we get to the point of this whole

story. A key to Mor's great success is having foresight to see the future. Last year, being the potential money maker he is, Todd saw the scooter craze coming on strong. He claims to be the first to come out with a full-on freestyle model, but CW might tell you different. Mor Distributing has been on top of the scoot scene since day one, selling three different Scootster 12 inch models like they were going out of style. But they aren't.

Now that scooters look like they're here to stay, Mor has introduced their high-tech, space-age 14 inch scooter called the "Routine." This thing is a beaut! A bit heavy, but pretty ahead of the competition as far as design goes. Thank Morales for that!

The Scootster Routine has the best of everything—changes are still being made, so the model we had won't be exactly what you see at your local bike shop. Dia-Compe 990's will be stock, as will the ACS Rotor 55 slant stem and ACS levers. And as you might've presumed, with the best parts also comes a heavy price... \$199.00! But what price can you put on perfection? Check this puppy out yourself to



THE *Specs*

COMPLETE SCOOTER PRICE: \$199.00.

FINISHES AVAILABLE: Black and chrome, blue and chrome, white and chrome, and lavender and chrome.

COMPLETE WEIGHT: 28 1/2 pounds.

STEERING HEAD ANGLE: 74 degrees.

WHEELBASE: 38 1/2 inches.

DECK WIDTH: * 6 1/2 inches (on aluminum deck).

DECK LENGTH (flat bottom): 14 1/4 inches.



Notice the strips of metal latched onto the two main tubes? **STRENGTH.** This scooter **ISN'T** going to bend like some department-store-wonders do.



Cool forks, eh? When doing front wheel hops, the center of your weight is right over the axle, which should be easier on headsets. Check out those pegs—old Mike Buff models.

THE *Equip*

FRAME: Scootster Routine, 4130 chrome-moly.

FORK: Scootster Routine, 4130 chrome-moly.

HANDLEBAR: Freestyle bars, 4130 chrome-moly.

HANDLEBAR STEM: * ACS Rotor 55, slant stem.

GRIPS: Mushroom type

BRAKES (\$): * Dia-Compe 990 in rear, Lee-Chi freestyle brakes in front.

BRAKE LEVER (\$): * ACS mini-mountain levers with locking buttons.

SPINNING DEVICE: ACS Rotor.

PEGS: "Buff-pegs," aluminum bolt-ons, front and rear.

WHEELS: * Scootster wheels (Wait 'til you see 'em!)

TIRES: Kenda, 14 X 1.25.

DECK: * Routine, aluminum with manhole texture

ACCESSORIES: Scoot-stand.

NOTE: Equipment listed with a * in front of it is what will come on the stock Routine. The model shown is the first prototype, so certain changes hadn't been made yet.

ANOTHER NOTE: Frame and fork will also be sold separately for \$129.00.

THE *Comments*

"I just wish we could've gotten the future models with the Dia-Compe 990's! It's a hot idea for scooters since good braking is rare with these Taiwanese plastic scooter mags."—Everyone

"There's only one bogus thing about it . . . it's a TANK!"—Gork

"Why doesn't anyone else use pegs like these? They're the hottest bolt-ons I've ever seen!"—Lew

"It's REAL long!"—Andy

"Feels weird riding a 14 incher after schralpin' on the warehouse 12 inch Zoot Scoot!"—Gork
"Go, Scooterman, go!"—Sनावे



The rear of the Routine is da' kind. At first, the loop gets in your way, but your foot gets used to it being there. Note the three different pegs holes—whatta selection!

decide whether or not it's worth the bucks. We think it will be.

To sum up he and Bob's success, Todd put it best by saying, "Since we are young and were brought up on BMX, it's helped. Not too many manufacturers can hop on a bike and

do a few laps around a track or get ahold of a freestyle bike and pull off a couple boomerangs on the spot . . . except for maybe Bob Haro. A lot of companies catch on to a trend when it comes out in the magazines or when the bike shops tell them, but that's too

late. We're still into it . . . I go to every AFA contest, I know all the pros really well, and I stay on top of it at all times. I'm working every minute of the day . . . even when I'm asleep."

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CW kicks # @ % * !



What Jason Donnell has done to the competition lately can't be printed in the magazines — it goes way beyond bad taste. When the two-time World Champion hits the track, everything else hits the fan. With so many humiliated challengers gunning for him it's no wonder Jason rides a CW — he can't afford to take second place.

Jason's Ultra Mini Cruiser and ProMotion Mini are just two of the framesets in our incredible Premium Line. All of our Premium frames, forks, seatposts, and legendary handlebars are manufactured in the U.S. with only the finest aircraft-quality materials. And all are finished in flashy, multi-tone graphics to insure their durability and good looks. Nobody said waging war on a BMX track had to be ugly business. Aboard a CW, it's not.

If you're as tired of getting kicked around as our competition is, see your local CW dealer. Start kickin' some # @ % * ! right along with us.



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SURF TACTICS

SNAPS BY SNAVELY

Look at Rick Allison. He barely ever goes near the water. He's afraid of sharks. He lives in Newport Beach. He wears Quick Silver clothes for that traditional surf-type look. He's rarely seen without his trademark Vuarnet shades. And contrary to popular belief, Ricky Allison is a surfing legend.

This month's freestyle how-to is for those beginner to advanced riders who love doing framestands. Try learning these six surfing tactics.

FRAMESTANDS

Platforms on the top tubes were invented for framestands, which are probably one of the simplest tricks for a guy or gal to learn. You learn 'em just like you did when you first rode with no hands—gradually build up to letting go for longer distances.

To begin, rest both feet on the top tube, pinching the seat with your calves . . . of course, hold onto the handlebars 'til you gain your balance. Then, slowly let go, keeping your hands within grabbing distance. As soon as you feel wobbly, grab back a hold of the bars. With constant work, you'll slowly get farther and farther away from the bars 'til you're standing up, arms extended for balance and trickiness, cruising forever (or until the bike slows down).

Now you've passed basic training. The following are five different surfing variations taken from the original framestand. And don't forget . . . don yourself in helmet and pads. NOT a wetsuit.



Step Up

Once your framestands are perfected, the next step up is just that . . . the step up. This is just a fancy way of getting into a framestand, used in contest routines by guys like Martin Aparicio and Fred Blod.

To do it, use more speed than before and ride on the rear pegs or framestanders with no hands, squeezing the seat with your knees.

You'll have to practice riding around just like that for a while—steer the bike with your knees. Once you've gotten the balance point, lift either foot up to the platform (preferably use your stronger leg). Now, unweight the leg that is still on the rear peg, putting ALL weight on the top tube platform. Lift—sort of like doing squats. Once both feet are up, clap like Brian Scura, pose like Rick Allison, crucify yourself like Deppie Mads, surf like an Egyptian, or make up your own stupid, err, I mean, creative framestand pose.



Wind-surfer

This here is one of Rick's personal faves—the windsurfer. It's basically easy to do depending on how leared over you get. Rick does the hardest version—tipping the bike at nearly 45 degrees while he practically straightens his back.

Get into the "ready" position with the bars spun around backwards and hop up on the top tube platform. Now, lift your left foot over to the SIDE of the bike, resting it on the front

brakes (or high fork peg if you have 'em). At about the same time, bend in your right leg so that both of your knees are squeezing the bars.

Pretty simple so far, eh? Now you just lean over, riding on the edge of your tires, extending your arms to prevent your front from tipping over. Cruising in circle pose in that position is another variable. To come out of it, just reverse the steps.



The Surfer

Hopping up into the surfer, put your left foot on the seat first, then set your right foot on the crossbar. Place your heel into the side of the crossbar . . . don't stand in the middle. It should be much easier for you to steer the bike this way, using the ball of your foot.

At first, practice slowly letting go of the bars and steering with your front foot. Some of you might also want to put grip tape on your crossbar as well. After a short while, you should be confident enough to try standing up. Most often, if you feel like you're going to lose it at anytime, just jump off toward the side of the bike.

The more confident you get, the more speed you can do it at and the farther you will go, but for now, try surfing small waves, okay?



The Scurfer

Named after WHO? You got it . . . Brian Scura himself. This is his one-footed version of the regular surfer, made semi-famous in GTV (the GT video)—Brian was just learning them at the time and couldn't pull out of it. But now he can . . . and now everyone else is doing the Scurfer, too.

Once you're to the point where you can do lengthy surfers blindfolded (but don't try it—you'll surf into the middle of an intersection and become a stat), try putting more weight on the handlebar foot. Totally unweight the seat foot, using your arms to keep you balanced. Once you get good at it, expect to "scurf" for about ten or fifteen feet.

To exit for both the surfer and Scurfer, lean down and grab the bars first. Then bring your feet back down to where they traditionally belong.



Bar Ride

No one can deny that the newest craze within the last six months has been bar ride variations. Actually, R.A. is pictured here doing a grip ride, which some say is easier than the original bar ride.

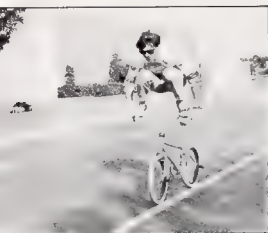
A real bar ride is having both feet placed on the crossbar—perfected to the limits by Martin and Woody. To help learn bar rides, it helps to have a cheater brake lever bolted to your bars. The reason grip rides are said to be easier is because you already have your brake levers there to lean on.

Lately, grip rides, or "rubber rides" as R.L. calls 'em, have been the "in" trick. Backwards rubber rides are currently the hottest version. Whichever way you're doin' it, they all are HARD! Expect to learn the bar ride after a few good weeks of practice.

At first, just set your feet up there, holding onto the bars in the scrunched-position. Don't try standing up 'til you feel comfortable cruising up high like that. Then comes the time to stand up . . . expect to bail a bunch. When you do, jump forward—in front of the bike. When you jump, it'll push the bike backwards, so don't worry about crashing with your vehicle.

Rick says that all it takes to do the bar ride, grip ride, rubber ride (whatever you wanna call it), is constant practice. Learn how to steer by switching more weight on either leg. Rick also comes out of it with a bar hop . . . you can make up your own exit.

As for us, we're going to exit the scene ourselves. 'Til next month, remember: Surfing is not just an attitude . . . it's a way of riding a bike.



Dear Gork

continued from page 8

Just as an error in thinking on the track can spell the difference between 1st place or a pair of crutches, so it is in business. The company that makes the best promotional choices will sell the most bikes. As such, decisions of this type are solely Kuwahara's and not a matter of public election.

The writer then goes on to say that Kuwahara has a second option, Mr. David Campbell (though I'm sure they have a number of choices). We are then informed that the advantages of contracting Mr. Campbell are: 1) He's "a real nice guy," 2) He's got "a nice smile," 3) He has "a clean reputation." And then, almost as an afterthought, the author adds that, "He also goes fast."

Now all of that sounds more like qualifications for a toothpaste commercial than it does the attributes

needed to successfully promote bicycles. Though "fast" is a vague and relative term, in pro BMX it is directly proportionate to one's bank account.

Does the writer of that piece want us to believe that personality takes precedence over performance? And that smiles, rather than wins, will sell bikes in such a fiercely competitive market?

"Ronnie bashing" seems to be everyone's favorite hobby lately, but Mr. Anderson just keeps on doing what he's always done best—WINNING RACES. Which is really what it's all about, sir, isn't it?!

Thank you very much for your time and attention.

Michael Tidd

West New York, New Jersey

To put it bluntly, Mr. Tidd, you are **WRONG**. You, as the public, **DO** have a say in what the manufacturer decides. Consumer input is critically important to manufacturers. As you put

it, the "company that makes the best promotional choices will sell the most bikes." That's true. But what do you think the right promotional choice is? I'll tell you—it's doing what the public **WANTS**.

If everyone were to write to a BMX manufacturer and ask for paisley frames, then they would probably do it because that's what the public wants and that's what the public will buy. It's the same case when it comes to picking up a rider. They will take into consideration who the public would like to see on their team. They want a rider who races fast, yet is a good promoter **OFF** the track as well. It's a fact of life that there's more to factory sponsorships than just winning races. A super prime example of this is Mike Miranda in BMX and Fred Blood in freestyle. Neither are "THE BEST" at what they do, **BUT** they probably are responsible for selling tons more bikes than some other pros who "just" win all the time.

I hope I've set you straight. And don't call me sir.—Gork ■

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People will talk about you. Some people will have doubts that you can do it again. It's your job to prove they're wrong. Skeptics will claim you were just lucky. You know luck was just a part of it. There will be some who are jealous of you. You know you deserve it, but you'll have to fight your mind and keep a cool attitude about your success.

You have a title and you're proud of it. You have one year to flaunt it. This is YOUR year. And BMX ACTION congratulates you.

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Some of you came close . . . so close you could taste it. Some of you didn't try. But 1987 will be a different story. You are setting your sights on being number one in '87. You are confident. You know you have what it takes.

It's going to be a long year. There will be times when you'll want to give up. You'll win, you'll lose, you'll . . . (use your imagination). BUT . . . you want a number one title bad! And in order to do it, you'll have to be better than the following guys. They are the ones to beat. Each of them have more than one number one title, which positions them badder-to-the-bone than anybody.

If you're a pro, beat Pete and go faster than Greg. If you're an amateur, then you'd better be able to win over Eric Carter. If you freestyle, get higher air than Josh White or have faster feet than Dennis McCoy.

These guys ARE your targets. Go get 'em!



ABA
Pro

1

USBA
Pro

1

NBL
Pro

1

PETE  LONCAREVICH

"I set my goals and I achieved them. There's only one No. 1 this year!"



A9A
Amateur
Ramps

1

A9A
Amateur
Overall

1

JOSH  WHITE

"Last year was pretty cool—getting No.1 ramps was pretty easy. I was even layin' back last year because it was amateur. Now that I'm pro, I'll be goin' for it even more."



ERIC CARTER

"Dude, I just wanted to get as many No. 1's as I could!"



U.S.A.
Pro Cruiser

1

World Pro
Cruiser

1

GREG  HILL

"I planned on getting them. When I'm on my cruiser and I'm psyched, there's nobody that can beat me. Also, let me announce that I won't be racing cruisers this year. I'll be concentrating on my twenty."

AGA Pro
Flatland

AGA Pro
Overall

McCOY

DENNIS



ABA PRO:

1. Pete Loncarevich
2. Ronnie Anderson
3. Gary Ellis
4. Todd Slavik
5. Shawn Texas

ABA CRUISER:

1. Matt Hadan
2. Terry Tenette
3. Gaylin Starlin
4. George Seevery
5. Claude Sevingy

ABA AMATEUR:

1. Eric Carter
2. Terry Tenette
3. Eddie Siegmund
4. Robert Swick
5. Jason Donnell

ABA GIRLS:

1. Diana Bowling
2. Michelle Gibson
3. Holly Dunn
4. Nicole Murray
5. Mapuana Naki

AFA PRO RAMPS:

1. Mike Dominguez
2. Eddie Fiola
3. Brian Blyther
4. Todd Anderson
5. Dennis McCoy

AFA AMATEUR RAMPS:

1. Josh White
2. Joe Johnson
3. Tony Murray
4. Gary Pollak
5. Rick Moliterno

USBA PRO:

1. Pete Loncarevich
2. Robby Rupe
3. Toby Henderson
4. Travis Chipres
5. Eddy King

USBA PRO CRUISER:

1. Greg Hill
2. Eric Rupe
3. Stu Thomsen
4. Toby Henderson
5. Hans Nissen

USBA CRUISER

1. Jason Jones
2. Larson Manuelito
3. Ron Cook
4. G.K. Jennings
5. Kevin Hull

USBA AMATEUR:

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2. Kevin Hull
3. Brad Finnell
4. Jason Reed
5. Larson Manuelito

USBA GIRLS:

1. Michelle Gibson
2. Mapuana Naki
3. Raquel Sims
4. Heather Sampson
5. Debbie Munson

AFA PRO GROUND:

1. Dennis McCoy
2. R.L. Osborn
3. Martin Aparijo
4. Woody Itson
5. Rick Allison

AFA AMATEUR GROUND:

1. Rick Moliterno
2. Gary Pollak
3. Josh White
4. Karl Rothe
5. Jason Parkes

NBL PRO:

1. Pete Loncarevich
2. Tommy Brackens
3. Greg Hill
4. Shawn Texas
5. Eric Rupe

NBL PRO CRUISER:

1. Greg Hill
2. Eric Rupe
3. Stu Thomsen
4. Matt Harris
5. Todd Slavik

NBL PRO GIRLS:

1. Kathy Schachel
2. Tammy Willever
3. Gaby Bayhi
4. Cathy Tedesco
5. Robyn Desjardins

AFA PRO OVERALL:

1. Dennis McCoy
2. Eddie Fiola
3. Ron Wilkerson
4. Rich Sigur
5. Ron Wilton

AFA AMATEUR OVERALL:

1. Josh White
2. Rick Moliterno
3. Gary Pollak
4. Joe Johnson
5. Eddie Roman

"I was confident . . . I thought I was good enough. My main goal was to get the overall title, but then the flatland title came down to the last contest between me and R.L., so it was close. I think I can repeat it."

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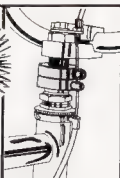
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I was pretty cruddy. The best I got all weekend was a
crash in cruiser. I've got all kinds of excuses—I didn't like
the track and let it go to my head, my knee was hurting
from when I wiped out in Arizona. I just wasn't feeling
going all the time. I'd give a 100 percent and had the best
of times. It was a fun race, though. Afterwards, we were
messin' around in the snow. That was the highlight of
the weekend—inarkin' around. Slavin's never seen
snow—so he was going crazy.

—Walt Nadon, victory free agent

NBL-COASTAL— North Carolina

PHOTO BY MATT

North Carolina was NBL's first War of the
Stars national in the '87 season—the
thing, race in NBL's Pro Series. The turn-
out was pretty good. I hope that's better—1598 riders,
287 races. The weather though. COOL if you're
into it. The weather was crap. In the low
40s, and it was raining, and it was raining. But
that's like the weather. You've got to do the best
you can. You've got to do the best you can.
You've got to do the best you can.

The track is what really made this moment
a pretty awesome. The local organizers had
let the track be outside the rodeo arena
in the rain. . . . www.victoryfreeagent.com
The track was the track they built.

Next month's race story is at www.victoryfreeagent.com
to light the element and bring you how they
did it. . . . or didn't.

The Play-Dough Nationals

"In cruiser, I got perfect both days. I got perfect in my motos on my twenty and got third on Sunday. I'd be better to not mention how I did Saturday on my twenty ... There wasn't much to the track ... wasn't a good line anywhere! You got beat to death riding it, but I like tracks when they're that soft. It was like riding on a beach."

—No. 9 Robinson rider,
Todd Mitchell.



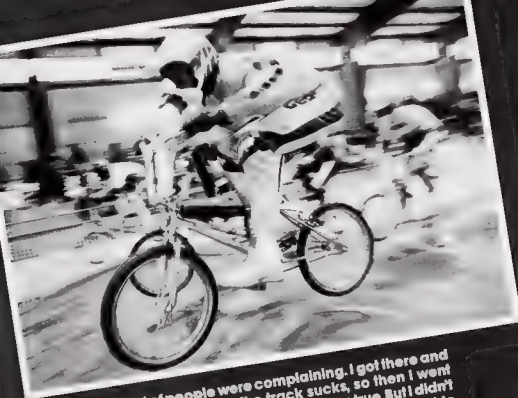
"I doubled both days. It was like a supercross track ... massive ruts. I went on the track after the races Sunday night and, I'm not kidding, there was a rut past my ankle! The NBL couldn't do anything about it. There was some pretty tough comp. On the second day, me and Jamson Wendler had the killer race in Open. He pushed Mikey up in the first turn and I went underneath them. I held Jamson off 'til the third turn, then he pulled away from me. But then he got stuck in a rut and I stayed outside on the packed line. Coming across the finish, it was a full-on photo finish ... just like a horse race! What helped me was I watched the races a bunch and memorized the packed lines."

—The kid with a reputation to live
up to, Eric Carter, sportin' his new
CW ride.



"Well, I didn't really triple . . . I won A-pro the first day and doubled the second day, so it's sort of like a triple. The track was normal up 'til the first jump. After that, it was MUSH city. I was doing good from the gate to the first jump . . . the trickiest thing was to not get bumped or pushed by anybody because it'd slow you down to zero. Another key element was picking the right rut. The joke of the weekend was, 'This is the track with the five foot ruts—five feet long and five feet deep. But NOT five feet wide.' I was running a 41 because if anything happened, you needed to get out of there quick . . . which was hard when it felt like you're dragging an anchor behind ya."

—Mongoose pro, Eric Raps, dominator of the weekend.



"A lot of people were complaining. I got there and everyone told me the track sucks, so then I went out and rode it and found that it was true. But I didn't complain about it because that's what I had to work with. If you think bad about the track then you're going to do bad yourself. I used everyone else's complaining to my advantage . . . on Sunday, I finished second in class and third in cruiser."

—Shawn Texas, on Eagle Snacks as of this race



"I'll tell ya . . . it sure wasn't the best race we've ever done. The weather really put a damper on the weekend, but every once in a while you get one like that. It rained ice! Still though, I was pleased with the turnout. Our team entries were great . . . that seems to be where it's at this year—the team purses. We had a \$5,000 pro purse, but only 3 gales of pros. It doesn't seem like the excitement was there for pros."

—NBL president, Bob Tedesco

"I made the money main on Saturday but crashed. That's basically how my weekend went. It was just so soft that racing around it once was like racing around a normal track twice. It took that much outta ya."

—Gary Ellis, Team GT.



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When Jon-boy first told Windy he was doing can-cans, she laughed. "C'mon, Jon! You're a racer . . . I know you can't get rad." Heh, heh. That's what she thought—Mr. Anderson, showing what Jones Track practice will do to ya.



PHOTOS & INTERVIEW BY WINDY 'O

It's every kid's dream to be a full-factory pro—the good life of big bucks and luxurious lifestyles. Or so we think.

Most people don't realize the struggle it takes to get there—the sacrifices one goes through. Starting at the bottom and working your way up the BMX ladder to being one of the fastest guys in the country takes years and years of hard work and dedication. Ask CW's AA pro, Jon Anderson—he knows.

jon anderson's addiction..to racing



Jon Anderson, his CW bike, and his '83 Toyota mini-truck. It seems like no one has ever known much about Jon except for that he wins a lot of races . . .

after eleven years of racing, Jon is still as stoked on BMX as he was at his first race. "It's addictive. I just set a goal to make the main each time. It's still a challenge to make one every time. Once you're in the main, you can think about winning, but making it is the hardest part."

One of the hardest things to avoid in life is 'burnout.' You get it in school, it hits you at work, and it's bound to happen in BMX. Jon Anderson, for some reason, has kept away from it. "I kind of got burned out when I moved to Arizona in '81. They used to race 13 times a week over there. Five races on Saturday, four on Sunday, and then one on Tuesday, Wednesday, Thursday, and Friday. You'd just drive your brains out! Call in and pre-enter, get there in the third moto, qualify, race your main, and then pack up and leave for the next one. I did that once—just to say I did it—and that was enough! That'll burn you out quick!"

In the past, Jon has also had his share of injuries. "I broke my wrist a long time ago, then I broke four of my fingers a year after that. A year after that I broke my jaw—slammed my face into a set of rolling doubles back east. Then I broke my ankle at the Winternationals—my first moto of pro cruiser and also my first race for CW. So, when I came back at Stockton, I felt the strongest ever because for the last three months I had nothing else to do except go to physical therapy. I turned AA at Stockton, too, but then I was just getting over mono, so I wasn't feeling the greatest. I guess I've gone through a lot."

but along with those suffering, there are plenty of rewards to go along with it . . . factory sponsorships being one.

As far back as most people can remember, Jon Anderson has always been dubbed as 'the skinny lil' kid on Red Line.' It seems as if he was in the red, white, and black colors forever, constantly winning races but never getting much credit. Little does anyone know (or remember), that Jon spent four years of climbing the sponsorship-ladder, riding for Hank 'N Frank bike shop, before hooking up with Red Line in 1980.

Nearly holding the world record for staying with a sponsor, everyone wonders why he stuck with them for six years. "It was a good deal. Red Line



Never count this guy out of the money.

gave me everything I ever wanted." And what does he think about his present CW deal? "It's so much better . . . such a big difference! They're a lot more supportive. Linn would never call me up and ask me

how I'm doing, like Roger does. Last year, I didn't get paid anything from CW—we didn't even have a contract, but I was getting to the races and CW helped me out tons."

Of course, there are the cool benefits that go with being a factory rider. "Mostly traveling and meeting new people. I used to miss a lot of school, but none of the teachers minded, because when you're going to Africa, Guatemala, Japan, and places like those, it's a learning experience."

When Jon turned pro in early '86, he was once again starting to climb higher up that mega-tall chrome-moly ladder of BMX. For him, it wasn't all that hard. "When I turned, the B-pros weren't nearly as fast as the 17 experts, but if you get behind 'em, good luck passing them. They're all over the place!"

"In Pro Open, it's good because you get to see what you can do. It's a lot easier when you're a B-pro racing the A-pros because you've got everything going for you. There's nothing to live up to."

Jon did good enough in '86 to take the official BMXA title of Rookie of the Year. "I did REALLY good my first couple of pro races. You'll do good at first because you're excited. But then you realize you've gotta start training. You have to start pumping and training hard to stay up there. You're not going to live on excitement and win."

after riding the same bike for seven years, you'd get pretty used to it—which was Jon's case with Red Line. Lucky for him though, CW had what he wanted. "I'm riding an old Pistol Pete frame. The seat tube is kicked way back, so I put on one of those snake posts and turned it forward." A racer and his bike makes such a big difference between winning and not making mains. For Jon, the CW switch was no problem. "As soon as I got on it, it was perfect. I love that bike."

In a sport where it's easy to give up or get discouraged, 19-year-old Jon Anderson has been able to stay on it. One of the most interesting things to ask a pro BMX'er is how much longer he thinks he'll stay on top. "I'll keep racing 'till I can't win. Like I said, it's addictive."

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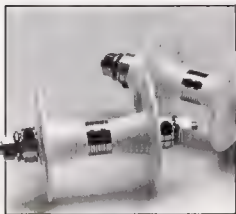
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DIA-COMPE

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Getting "Tire'd" Of The Same Old Tread?

CW has just gotten in the first shipment of their yet unnamed freestyle tire. About half a year ago, Ceppie Maes was seen riding/testing the protos. He said they gripped killer. They're not as slippery as the Avocet "baldy" tires and work GREAT for downhill. We predict you'll see a lot of people riding with them in the near future.

Available in mass quantities—uno size only, 20 X 1.90, and it'll take up to 70 rock hard PSI's.

CW RACING

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Fred'z Revenge

Normally, you don't think much about the trademark or name of certain products, do you? They're taken for granted. In advertising, it's essential that an item for sale have clean and clear graphics. The name should stand out from all others. The logo must attract the eye and demand attention. In order to do this, some manufacturers have spent millions of dollars for an ad agency to think of the right name and design a cool type style. Which brings us to **Cyclecraft's** fast-selling semi-famous line of power steering bars called **Fred'z**.

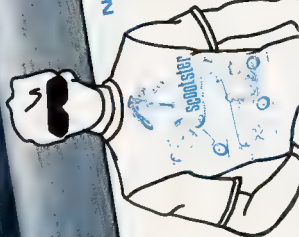
Last summer, Lenny Batycki was in a van with a bunch of racers coming back from a local NBLer. Lenny at the time was working for Cyclecraft and couldn't wait to get home. In his boredom, he grabbed a candy bar wrapper and began to scribble. A week earlier he had came up with the Fred'z name for the new line of handlebars. Within 2 miles, Lenny had drawn the Fred'z logo that we've all come to love.

About Fred'z power steering bars, they're chrome-moly throughout, they're American made, they've got a "quad-weld" job, which means less bending in making them. Fred'z come in most every color plus chrome. Available in 8 and 10 inch height, cruiser (shown here), and 6 inch mini bars.

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YOWEEEE! This is what we call certified
BMX bashing! Chris Mueller, in the seat of
his #5-1, trying his darndest to twist the
bars. Although some skeptics might argue
the point, believe us when we say the Mad
man landed safely.



Grommits everywhere are weeping because this page is empty.

If you have this magazine, do the righteous thing and scan this page!!!

Grommits everywhere are weeping because this page is empty.

If you have this magazine, do the righteous thing and scan this page!!!

The Pery' cranks are made of chrome-moly but are a little bit smaller diameter than Flights. They even have a tightening bolt like Flights, but it sticks out a lil' more and tends to catch your pant leg. Another difference is the spindle. Instead of being fully fluted like the Red Line, the 'Grine spindle is half-splined, which forces you to slide on the crank arms only two ways—right or wrong.

The sprocket is a 44-tooth Peregrine Compact disc—a solid aluminum power disc which if inserted into a CD player, plays backward masked subliminal messages transcribed as saying "Buy a Haro, buy a Haro." Try it some time . . .

The Peregrine cranks look great, and the suggested retail price of \$75.00 is pretty cool. The only problem is they WILL NOT tighten down. Or at least the



Look at the intro. Now imagine the Angry Canine doing a full extended can-can over that same jump, at that same height, but landing not quite so smooth. Now look at this Dominator seat and check the damage.

ones we had wouldn't. I called around though, and found that everyone who is riding with them so far has had the same problem.

Danny Millwee says that last year's Haro Group One cranks did the same thing and can be easily solved. According to Dan, the washer on the spindle tightening bolt is a bit too large and keeps the bolt from being fully cranked down—get it, "cranked" down?! The solution is to put in a smaller washer or just take it out for good. Greasing the bolt also helps.

We tried it and it worked. Problem solved. Still though, we hope that Anlnu, Peregrine, or Haro is listening



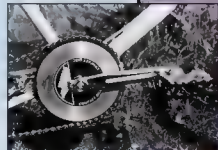
The componetry on this year's RS-1 has improved from last year . . . all except for the cranks. Hopefully Haro will get their Group One cranks sooner than thought.

PRICE & SPECS

COMPLETE BIKE PRICE: \$379.00
FINISHES AVAILABLE: Just one . . . black front, blue middle, chrome rear.
COMPLETE BIKE WEIGHT: 25 pounds, 8.5 ounces.
FRAME WEIGHT: 4 pounds, 15.5 ounces.
FORK WEIGHT: 1 pound, 13.5 ounces.
HANDLEBAR RISE: 6 inches.
HANDLEBAR WIDTH: 28 inches.
TOP TUBE O.D.: 1 1/4 inches.
DOWN TUBE O.D.: 1 3/8 inches.
HEAD TUBE ANGLE: 72 degrees.
SEAT TUBE ANGLE: 63 degrees.
BOTTOM BRACKET HEIGHT: 11 1/2 inches.
WHEELBASE: 36 3/4 inches to 38 1/4 inches.
REAR END LENGTH: 15 inches to 16 1/2 inches.

COMPONENTS

FRAME: Haro Group One RS-1.
FORK: Haro Group One.
HANDLEBARS: Haro Group One, 4130 chrome-moly.
HANDLEBAR STEM: Haro Group One, aluminum head, chrome-moly shaft.
GRIPS: Arma 16-type.
RIMS: Ulka, alloy.
HUBS: Suzue, sealed bearing, chrome.
SPOKES: 36, 14 gauge, chrome.
TIRES: Cheng Shin, 20 X 1.75, front and rear.
BRAKES: Dia-Compe 990, rear only.
BRAKE PADS: Dia-Compe.
BRAKE LEVERS: Dia-Compe Tech-7.
BRAKE CABLES: Dia-Compe.
CRANKS: Persinger, chrome-moly, 175 m.m.
PEDALES: SR Speed Traps.
FRONT SPROCKET: Persinger Compact Disc, 44 tooth, aluminum.
REAR SPROCKET: Sunfleur, 16 tooth.
SEAT: Terminator Group One.
SEAT POST: Chrome-moly straight.
SEAT POST CLAMP: Persinger, alloy.
ACCESSORIES: Cable guides and donuts on grips.



And in this corner, weighin' in at a lil' over 25 1/2 pounds, in the black, blue, and chrome, title holder of three number one pro titles, we have the '87 Group One RS-1.

. . . and in this corner, sportin' the spiff new decals, an Odyssey Gyro, Dia-Compe 990 brakes, and new flip-up/fold-into fork standers, the current middle price freestyle champion, the Haro Sport!



'87 HARO SPORT

Along with Haro's new distribution deal with West Coast Cycles comes an all new line-up of Haro bikes. This year's freestylers have major changes.

When we dropped by Haro's HQ to pick up the RS-1, we figured we'd may as well take a few shots of the new 'styler as well, just to let all of you freestyle fanatics in on what's hip and happening.

There have been quite a few changes on their new models, such as an all-new flip-up (like last year) fold-into (brand new innovation) fork standers—beefier teeth, too. Rear brakes are (you guessed it . . .) Dia-

Compe 990 s, mounted on top of the rear triangle's stays instead of below like most everybody else. Also, all of them will come with Odyssey Gyros (the first time ever that a Haro has come stock with a spinning device).

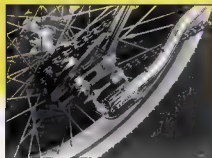
The rear standing platform also has lil' mini spikes (sort of similar to the old DX pedals), which guarantees total grippage into your shoes. Real handy for doing those Rocket airs, ya know?



GEOMETRY: Good—if you like your bike the way Pete does, which is a way laid back seat and semi-quick steering (72 degrees).

HANDLING: Okay. Actually, it was hard for us to tell exactly how it handled as a stock bike since Mad Dog beat the forks and pounded them back a little bit steeper than they were originally.

MISCELLANEOUS COMMENTS: "These brakes are TOO awesome!" . . . "They'll be hot in freestyle, but who needs brakes that will lock up in BMX?" In racing, all you need is to slow down . . . "The stem didn't give us any troubles, which is unusual for most bikes these days. I like the 17 m.m. stem bolt—less prone to strip!" . . . "The graphics are mega tick!" . . . "It goes down stairs good. I just CAN'T break the rims! I've been kickin' out into curbs and everything, but the Ulka's just won't bend!" . . . "I tried working on the crank arm—I tried everything everybody told me. I took out the washer, I greased the bolt, and the left arm still won't hold!" . . . "The bars clear the seat by about three miles!" . . . "Definitely the biggest bike I've ever ridden!" . . . "It was quick in turns until the forks bent. The front end is SUPER light!" . . . "Those lil' high-



tech metric scales on the rear drop-outs are neat." . . . "New cranks, improve the forks, and it'd be in the battle for best bike out."

TEST AREAS: "Race" in San Diego—home of the King of Bikes.

TEST INPUT: Danny Milwee, "Demented Hound"; Bob Haro, Lil' Billy Hop, Windy D, Law, "Shavler"; A.J., and The Gork.
MANUFACTURER: Haro Designs
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and will fix this problem before YOU have to.

The tweak of the seat is normal abuse, expected when the rider does a sketchy can-can ten feet in the air and lands in a very peculiar position. The Dominator/Group One seat is not the first to twist, and we don't expect it to be the last.

And now comes the heavy news, something that can only be solved by the manufacturer . . . bent forks.

In the past, we've seen Milwee bend his forks inward—when we did the concrete jumps article. But that was only because he ran head-on into a tree doing about 20 mph. When Mad Dog tweaked the forks (outward, this time),

it was after landing hard off the monster double-jump that we used for the intro of this test.

Take the three-man Haro Team as another example. Pete runs CW forks, Mikey King uses Hutch forks, and Danny-boy had just slapped on some '87 GT forks. They all claim that it's because of handling differences and



PURPOSE: To race—not to pose on.

AGE RANGE: 15 and up.
QUALITY OF FINISH: HOT! The diff between this and last year's models are the '87's have black head tubes instead of black mid sections. Graphics don't get any better than a Haro decal.
QUALITY OF WELDING: Great. Anlon definitely knows how to do quality welds.
QUALITY OF COMPONENTRY: Alright. We liked everything "cept for the cranks . . . too bad Haro couldn't put real Red Line Flights on it.

ROTA TE

Spin-TECH

NEW from SR, Spin-Tech is the optimum in freestyle trickery.

Spin-Tech is spinning-technology engineered to perfection. The Spin-Tech comes complete with it's own unique stem. The cold-drawn stem pipe and heat treated stem bolt make it rigid. The double-pull

mechanism insures consistent, equal cable pull, so it works as smooth as silk. And it's reliable; you can boomerang from here to Australia and it won't miss a beat.

If you want the maximum free-style equipment on your scooter, get Spin-Tech and get:

- Smooth (hang-up free) Double-Pull Action
- Two-into-one cable system (with dual cable adjuster)
- Lightweight alloy stem (with four allen-head bolts)
- Hollow cold-drawn CrMo stem bolt

- Cold-drawn CrMo stem pipe, heat treated
- Built-in crank arms
- P.V.C. spacer
- Easy cable replacement
- Outrageous colors

Get your mitts on Spin-Tech... and Ro-tate.

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not tweaking problems, though. Has Haro known about this problem in the past?

Supposedly not. Upon calling them to give 'em the bad news, they were surprised—REAL surprised... and real upset. Haro freaked out and automatically sent a call overseas to Taiwan to check whether or not the forks were built as spec'ed. As I write this, Haro has supposedly taken care of the problem and pretty much guarantees it'll never happen again.

AND NOW FOR THE GOOD STUFF...

If you haven't caught on by now, the official brake of 1987 is Dia-Compe's new 990 s. Nearly everybody who's somebody has them on their new models—Haro, GT, Dyno, General, Laser, Skyway, etc.

How do they work? EXCELLENT! Mad Dog brought up the fact that in a mud race, the mud would get stuck between the brakes and rear triangle and bog ya down, which is something to consider, but it shouldn't effect your overall thought of how well they work because they still would work PERFECT (it'd just be messy). The fact is that 990 s will stop you better than any brake on the market—muddy or not. The name IS Dia-Compe, isn't it?

Of course, you might be wondering like we did about how easy (or hard) they are to work on. So what we did was get one of the most average Joe's we could find—someone who is the typical knows-not-too-much garage mechanic, have him take apart the 990 s, then try to put them back together without having a tissy-fit on the spot and throw tools around.

We grabbed Bartos away from emptying trash and assigned him the job. An hour later, we spotted him tossing a crescent wrench across the warehouse, missing Oz's Porsche by inches.

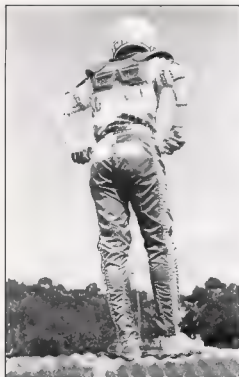
All it's going to do is take a little bit of knowledge of how they work. To get our 990 s back to normal and take a lesson on how to dial them in, Lew and I went over to The Bicycle Source. Our teacher was GPV-man Steve Blackey. Steve took a look at them and found that Bartos had reversed the inner-springs. The gold spring goes on the right side arm, the silver spring goes on the left side arm. A little thing like that will make a ton of difference.

We didn't have time this month to

BMX ACTION

the main mag!

write up a short tech article on how to dial them in, so stay tuned 'til next month's issue.



Check out our watch dog:

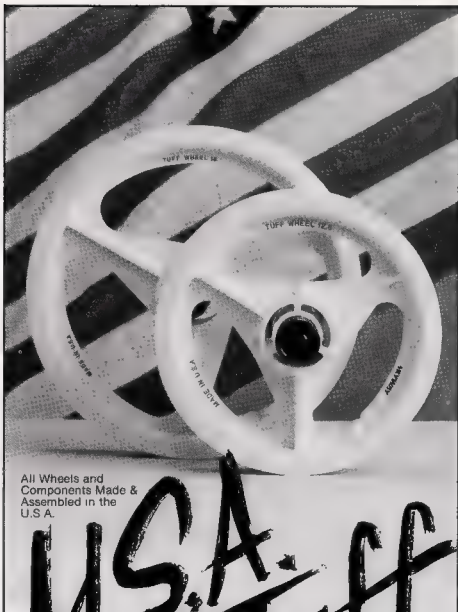
"Hey, you kids . . . get outta here! We're doing a top secret Haro test for the main mag—BMX ACTION. What? . . . NO, you can't watch. This is private! Got C'mon, GET! Scat! Shoo!"

Besides the brakes, the most major change on the RS-1 is all new geometry—Pete's geometry. The head tube has been steepened one degree and the seat-tube has been kicked WAAAAAY back—just the way Pete likes it! They went from last year's 67 degrees with a layback to having 63 degrees with a straight post. We found this to be great, but it probably boosted the age range a bit . . . unless of course, you're a 13-year-old with ape arms.

If you recall, the first time we tested the Haro Group One was back in March of '86. There were two things we didn't like—handlebars and pedals. This year, Haro used SR Speed Traps for the feet, which you know grip like crazy. Haro also dialed in (or should it be dialed-out?) the bend in the bars.

In the end, we'd presume that Haro will take care of their fork problem—probably making it with beefier tubing like Red Lines. Our recommendation? . . . Should you buy this bike? Is it worth \$379.00?

Yes on both. ■



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ON THE COVER...

First off, let us introduce to you the newest addition to the **BMX ACTION** table of contents . . . our appropriately titled, monthly profile of whoever is on the cover. Here goes . . .

Mad Dog, as most of you know, is THE official BMXA test rider. You see him a lot in this mag, so we won't get too much into his background except for telling you he's a 16 expert who rides for "those guys"—Peddlepower Bike Shop. We're quite proud of him, but modesty keeps us from bragging.

Danny Millwee, on the other hand, well deserves the spotlight this month. At 16, Danny is a perfect example of the old saying, "Your surroundings make you what you are." The three things in his favor are:

1. Danny is an Orange YMCA local—So. Cal's finest BMX track, responsible for making 75 percent of today's fastest pros



what they are. For some reason, Orange is legendary for breeding the best . . . Danny's a victim of circumstance.

2. Danny's best friend, nearly-adopted brother, and roommate is Kevin "Sheepdog" Hull. When Kevin was considering moving from Texas, the Millwee family offered him their spare bedroom. Kevin, of course, accepted. There's no doubt that having the big Baah Wool around all the time has helped Danny's racing. It's also affected his musical tastes . . . (Does Danny look like the type who listens to DRI? Slayer? Merciful Fate?)

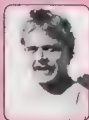
3. Danny and Kevin have gate sessions two or three times a week with the guy who can win 'em all (drumroll, please) . . . Pistol Pete Loncarevich. Practicing with Pete would make Joe Novice pro material. It definitely hasn't hurt Danny or Kevin.

So, now you know about Danny-boy—Har's third "group" member. Always a main maker, almost always in the top three, and no doubt, closing in on number one. ■

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HERE'S BARTOS...



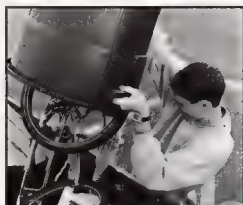
Meet Wizard Publication's warehouse boy, Chris Self. Gork calls Chris 'Eddie Haskell.' Andy and Lew re-named him 'Bartos'—leader of the eighth dimension. He's the kind of guy you'd never want to meet in a dark alley

His duties include emptying garbage, putting bikes together, running over to Fotomat to pick up film, sweeping the warehouse floors, petting Cosmo, getting teased by the editorial staff, and best of all...cleaning Cosmo's cat box.

HERE'S THE DEAL...

Bartos is going trout fishing in Tahoe sometime soon. We hope he doesn't drown. What this means is that we need somebody to do his job—someone to heckle, someone to give a nickname to, someone to do all the duties at Wiz with a smile, someone to...EMPTY COSMO'S CAT BOX!! Ugh, does it stink!! Any takers? All you've gotta do to win in this

contest-to-top-all contests is simply fill out the form below **NO PURCHASE NECESSARY.** Of course, we'd like you to subscribe to **BMX ACTION** or renew your subscription to the mighty one, but don't let us pressure you into it.



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For three days and three nights, you'll get to stay in the luxurious quarters of

Gork and Lew's living room. Make it your new home...throw your clothes all over the floor—Lew does. They'll allow you to sleep on the very sofa that has been slept on by such famous people as Steve Emig, McGoo, Snave, and even the wandering vagrant of BMX, SHINGLEHEAD! Imagine the thrill and comfort of resting on a piece of furniture which was once owned by the Ol' Man himself, Scot Breithaupt!



Of course, don't forget what you'll be hired to do—**WORK.** And for minimum wage, even. Yup, that means \$3.35 an hour! Possibly, if time permits (and if you're rad enough), you might get to cruise along for (and participate in?) an official **BMX ACTION** test. We're talkin' everybody's **DREAM** come true!

HERE'RE THE RULES...

1. To enter, all you've gotta do is fill out this form—in this case, let's call it a "job application." Neatly fill everything out and send it to **BMX ACTION**
PO BOX 10994
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From there, just wait by the mail box. Don't write us—we'll write you!

2. Multiple entries will be voided, and yes it's true...there is **NO** purchase necessary! Your entry must be received by July 31, 1987

3. The winner will be selected in a random drawing from all entries received. The winner will be notified by mail, and if there's no response within 30 days, an alternate winner will be selected. The prize offered will be awarded and there is no optional substitute

4. This offer is open to all residents of the continental U.S. In all fairness, employees of Wizard Publications and their families are not eligible. This contest is void where prohibited by law, and is subject to state, federal, and local laws. Taxes (if any) on the prize are the sole responsibility of the winner

5. The sooner you fill this out, the better your chances are. **DO IT NOW!!**

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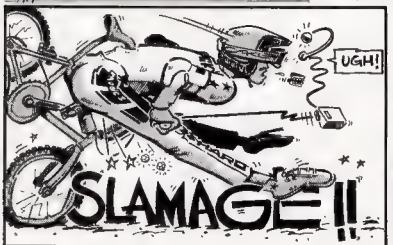
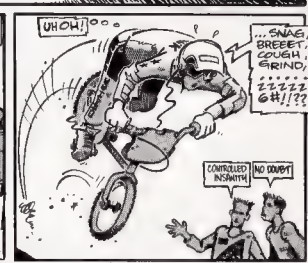
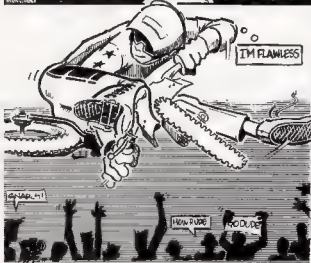
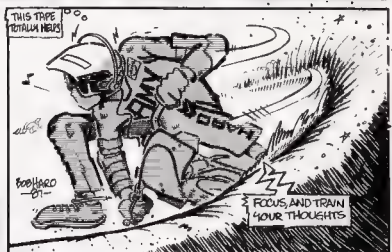
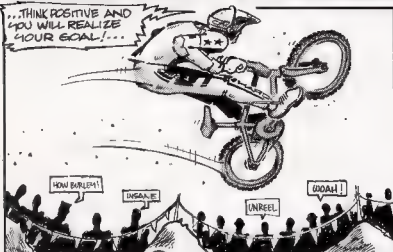
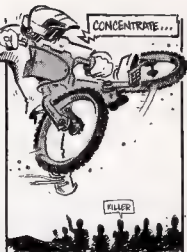
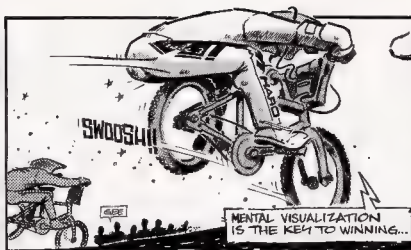
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As you remember last "TOON" ago our man Eddy was testing out his new moto-vational psych tape on the comp, so lets see what happens...

this cartoon be written & drawn by Bob Haro



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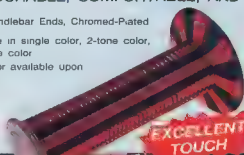
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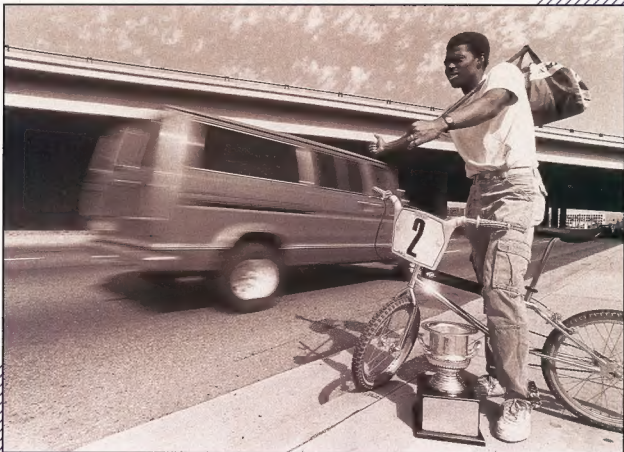
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TOMMY'S BACK . . .



AND LOOKING FOR A RIDE.

Things have changed since last month when we told you that Tommy Brackens decided if he couldn't get a full-on sponsor and concentrate on racing 24 hours a day, then he'd retire. They've changed for the better!

As we had hoped, Tommy's back, and working with Turnell Henry at Tuni's new bike shop, La Palma Cyclery. Until something good comes his way in sponsorships, you'll see him sportin' his own way to the races in a blank jersey.

We should've known . . . NORA Cup winners don't give up that easily!

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